PART I

Contact Jeff Gilbert (435) 755-1634 or jeff.gilbert@cachecounty.org for questions about this application.


FULL APPLICATION (PART I & PART II) DUE BY 5:00 PM SEPTEMBER 15, 2017. HOWEVER, PLEASE COMPLETE PART I BY AUGUST 18, 2017

PROJECT SUMMARY INFORMATION

PROJECT SPONSOR
Cache County

PROJECT MANAGER
Dayton Crites

PROJECT MANAGER PHONE
435.755.1646

PROJECT MANAGER EMAIL
dayton.crites@cachecounty.org

PROJECT DESCRIPTION
Please provide a brief description of your project. After completion of this part of the application, you will be provided a link where you can upload any plans, reports or photos that may help to better understand your project.

As Cache County grows and traffic loads increase on all roadways, the need for a safe, well demarcated, and useful bicycle route that connects multiple communities is critical.

However, due to the multi-jurisdictional nature of such a project, as well as ROW widths along nearly any complete route varying wildly, additional study and block by block design recommendations are seen as the viable next step.
This application would fund the coordination and design work necessary to provide multiple Cache County municipalities* with plans and design documents to implement a clearly defined, safe and connected cross-county bicycle route.

*Smithfield, Cache County, Hyde Park, North Logan, Logan, River Heights, Providence, Millville, Nibley and Hyrum would all be part of this proposed route.

**Describe the General Air Quality Benefits of Your Project**

Our valley is composed of heavily residential communities that feed commuters into and from the central Logan area daily. Many of these trips are under 3 miles, and a much larger amount are under 10. These distances are feasible for bicycle commuting, but currently, beyond route signage, safe and connected routes are not clear to most potential bike commuters.

Connecting our communities through a 'spine' of safe and connected bicycle infrastructure could drastically increase bicycle mode share in the valley, creating a marked reduction in VMT and increase in air quality.

This study and design would lay the groundwork to implement basic facilities and begin to fund more complex solutions.

**Project Eligibility**

For more information on the Federal Transportation Alternatives Program eligibility see: https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm

For more information on the Congestion Mitigation Air Quality Program eligibility see: https://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/2013_guidance/

**Please Select the Main Category of Federal Aid Eligibility for Your Project**

Bicycle and Pedestrian Facilities and Programs

**Part II**

**Project Financial Information**

**Federal Aid Requested Amount**

Applications that receive less than the requested amount will still be required to provide local match proportional to what is indicated in this application.

Although not required, use of UDOT’s Construction Project Cost Estimating Spreadsheet is recommended. This spreadsheet can modified with your inputs. It can be downloaded at: https://www.udot.utah.gov/main/uconowner.gf?n=7253831073072143

**CMAQ/TA Requested Amount**

$55,980
LOCAL MATCH AMOUNT (6.7% MINIMUM)
$4,020

MAKEUP OF LOCAL MATCH
Cash match

TYPE OF AIR QUALITY IMPROVING PROJECT

PROJECT TYPE
Alternative transportation mode project (active transportation & trails)

ALTERNATIVE TRANSPORTATION MODE PROJECT (ACTIVE TRANSPORTATION & TRAILS)

DESCRIBE THE EXPECTED USE OF THE FACILITY

PROJECT DESCRIPTION
Based on the established CMPO Bike Route, which installed on-street bike route signage across the eastern bench of Cache County in 2009, this project would coordinate with Cache County and 9 municipalities to create a safe, connected and comfortable on-street bikeway across the most populous portion of Cache County. This project is estimated to require $60k to fund design.

PROJECT NEED
Since 2009, when the on-street bikeway signs were implemented, a number of changes to the roadway structure, as well as increased traffic loads in Cache County have made portions of the designated on street bicycle route uncomfortable and unsafe for on-street bicycle travel.

To cope with these changes, this project would fund the detailed planning and design needed to provide each community through the corridor with the signage and striping plans needed to implement a cross-county bikeway.

PROJECT USE
This project would be utilized by nearly everyone who rides a bicycle in Cache County. With the exception of mountain bikers driving directly to a trailhead, everyone who uses a bicycle uses city streets. This project would provide a clear, safe, and comfortable North/South bikeway, linking residents to goods and services across the most populated side of Cache County.

IF PHASED OR SEGMENTED, DESCRIBE HOW THE PHASE HAS INDEPENDENT UTILITY AND WHAT FUTURE PHASES ARE ANTICIPATED?
Independently, this project supplies the analysis, coordination, and synchronization with 10 governing entities to ensure that a future north/south bikeway suits each community individually, and once implemented, is recognized/serves as intended.
### LENGTH OF PROJECT

Planning and design for 17 miles of on-street bicycle facilities

### WILL YOUR PROJECT REQUIRE THE PURCHASE OF ADDITIONAL RIGHT-OF-WAY? *

No

### ESTIMATED USAGE

**Method A: Estimated Daily Bicycle & Pedestrian Users (will need to provide documentation)**

Based on Strava data for the county, there are an average of 10 daily users across the existing county-wide bicycle network currently. However, Strava is a tracking tool used only by a small subset of the population at any given time. Correlating with existing trail counters, the strava counts can utilize a multiplier of up to 45. This would indicate, in peak season up to 450 trips served by development of this facility.

**Method B: Estimated from Average Annual Daily Traffic (AADT)**

Walk trips (AADT value for nearest road x 3.8%) + Bike Trips (AADT value for nearest road x 4.3%) = total bike/walk trips – 20% (to account for recreation purpose trips that do not offset emissions)

### PROJECT COST (CONSTRUCTION)

At a minimum all projects (that include construction elements) are required to provide the cost estimate summary found below. Projects that include significant construction elements are also required to supply a more detailed cost breakdown that includes unit costs (should include inflation factor, right-of-way, contingency, etc). Although not required, applicants with projects that include construction activities are encouraged to use a project cost estimating excel spreadsheet tool developed by UDOT (can be easily customized for a non UDOT local project). This spreadsheet tool can be downloaded from the website at: https://www.udot.utah.gov/main/uconowner.gf?n=7253831073072143

#### PRELIMINARY ENGINEERING COST

$60,000

#### ENVIRONMENTAL COST

n/a

#### RIGHT-OF-WAY COST

n/a

#### CONSTRUCTION COST

n/a

#### CONSTRUCTION ENGINEERING COST

n/a
<table>
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<tr>
<th><strong>DO YOU PROJECT COST ESTIMATES TAKE INTO ACCOUNT THE EXTRA PROJECT DELIVERY COSTS WHEN USING FEDERAL AID FUNDS (CONSTRUCTION PROJECTS ONLY)?</strong></th>
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<td>My project is not a construction project</td>
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Cache Bikeway CMAQ/TAP 2017
Application Scope

**Project Description**
Based on the established CMPO Bike Route, which installed on-street bike route signage across the eastern bench of Cache County in 2009, this project would coordinate with Cache County and 9 municipalities to create a safe, connected and comfortable on-street bikeway across the most populous portion of Cache County. *This project is estimated to require $40-80k to fund design.*

**Project Need**
Since 2009, when the on-street bikeway signs were implement, a number of changes to the roadway structure, as well as increased traffic loads in Cache County have made portions of the designated on street bicycle route uncomfortable and unsafe for on-street bicycle travel.

To cope with these changes, this project would fund the detailed planning and design needed to provide each community through the corridor with the signage and striping plans needed to implement a cross-county bikeway.

**Project Scope**
Working closely with the Cache County Trails and Active Transportation Coordinator, and leveraging planning work done as part of the County Trails and Active Transportation Master Plan, consultants would:

- Create an inventory of on-street conditions pertinent to safe bicycle travel between communities.
- Review these conditions along the proposed Cache Bikeway that is part of the Cache County Trails and Active Transportation Master Plan (pending adoption October 2017)
- Coordinate the CMPO Bicycle Pedestrian Advisory Committee, Cache County and 9 municipalities to support the selection, implementation and maintenance of specific on and off street bikeway facilities (shared quiet streets, on street bike lanes, and shared use pathways).
- Provide each municipality with design documents for roadway segments within their jurisdiction that can be easily implemented through on-street markings and signage.
- Provide design recommendations for updates and changes to on-street bikeway as automotive traffic loads increase across county and cross-county bikeway.

From these deliverables, the County Trails and Active Transportation Planner will continue to work with the jurisdictions across the bikeway to ensure that these designs are implemented and maintained, resulting in an improved cross-county bikeway, one that will be legible, safe, and comfortable – increasing the use of the bicycle as a form of transportation.

Once implemented, a clear, safe, and connected bikeway will play a pivotal role in improving modeshare and improving air quality across Cache County.
Cache Bikeway

Overview
A series of on-street facilities and separated pathways should connect Smithfield to Hyrum, providing those interested in active transportation and recreational cycling opportunities a clear, safe, and connected route to move north or south.

This route is modeled largely on the CMPO’s existing on-street bikeway. However, the existing alignment of the CMPO route is becoming undesirable due to traffic loads and lack of dedicated facilities.

Next Steps
- Design of each street’s current and future layout that will include at least a painted bicycle lane
- Coordinate with each municipality to ensure painted lines are maintained, and facility is recognized as a cross-county active transportation route
- Locate funding sources to help design and implement first phases of this project

Resources
- Logan Bicycle and Pedestrian Master Plan
- CMPO 2040 Transportation Plan

Key Challenges
- Coordination between county and nine distinct communities is a complex process. Consider approaching project one community at a time
- Ongoing maintenance of painted lines on street must be a priority
- Ensure future roadway expansion does not negate quality of bikeway